BANGOR DAILY WEIG AND COURIER.

J. S. DUTTELLE & BURR. | BANGOR, ME., WEDNESDAY MORNING, OCTOBER 3, 1888. | VOLUME LV.—NUMBER 235.

Business Cards.

CHAS. S. PEARL,
Real Estate Broker, Insurance Agent
and
AUCTIONEER.

Hot Air Furnaces.

JOHN S. KIMBALL & SON,
PIONEERS
General Ins and Real Estate Agency

John Ward, Preacher

JUDGE BURNHAM'S DAUGHTERS.

CHAS. HIGHT.

HOLIDAY GIFTS!
J. F. CERRITY & CO.
PORTRAIT ARTISTS.

SAFES.

J. M. BRICHT,

SHOT GUNS,
Rifles, Powder, Shot, Cartridges, Shooting Jackets, Canvass Leggings, &c

THOS. HENNESS & SON.

MISS MARY E. FEENEY

NOTICE TO SPORTSMEN

No 4 State Street

$100,000
Janesville, Wis.
Water Co.
First Mortgage 6 per Cent. Bonds.
DUE AUGUST 1, 1907
Secured by a Sinking Fund. Descriptive Circulars furnished on application
BREWSTER, COBB & ESTABROOK,
10 Congress St., Boston

WEDDING
W. W. DAVIS & CO.
27 West Street, Boston

Chautauquan Books,
FOR SALE BY
D. H. GROSVENOR & CO.

CALIFORNIA!
TEXAS AND MEXICO!
Personally conducted excursions Leave Boston every Tuesday via Pullman Palace Cars, Shortest and Quickest Line. Only one change to Los Angeles, San Francisco, Portland, Or. Through Tickets at Low Rates. Call on or address nearest agent of the Old Colony R. R. System, New England Line, Southern Pacific Co., 18 Washington St., Boston.

CENUINE REDUCTION
Which Ladies Know How to Appreciate.

Pears' Soap
Fair white hands.
Bright clear complexion
Soft healthy skin.
"PEARS'—The Great English Complexion SOAP.—Sold Everywhere."

[Established in 1851.]

Our New Fall Stock of Carpets, Room Papers,

Window Shades and Draperies are now open for inspection and comprises all the novelties of the season

In Our Carpet Department

Our stock of Room Papers is large and we can furnish any class of goods for a cent, to the finest and most special bargains in Remnants. In short we are the leaders in this line. We propose to keep up our reputation during the spring of '88.

Window Shades of Drapery are brought to this city, including Plush Velour, Tapestry, Nottingham Lace Curtains, Fringes and Loops to match.

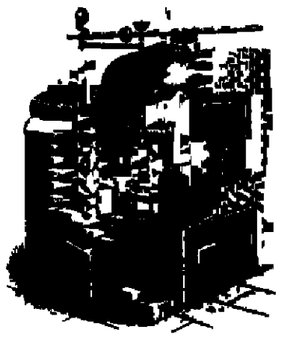
Our Upholstering Department is complete in all its branches. Mattresses and Spring Beds made over with new Ticking, Spring or Hair, and warranted.

Orders by mail or express promptly attended to. Samples sent free on application.

We have a full stock of Carpets to the Large Lumbermen of Eastern Maine and would solicit a share of the trade of the large lumber markets.

7 MAIN ST. - - A. H. ROBERTS & SONS.

JOY, HEALTH AND COMFORT TO THE HOUSEHOLD.
Victor Steam Heater.
(Portable or Brick Set)

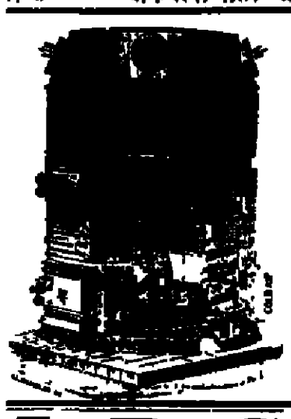


All the valuable features of the old Heater will be retained and in the construction and improvements of the Victor has the six essential requisites for a perfect Heater viz: safety, durability, economy, simplicity and ease of management which is the foundation of the public favor of this Heater. It will burn as much coal or less than any other Heater now in the market. We have a portable Heater set up for exhibition in our store. Any person contemplating heating by steam are cordially invited to call and inspect the Victor before buying.

We are sole agents for all parts of the United States and especially from our own shops for the Victor. We have all other Heaters and information furnished by

Car, Exchange and York Sts., BANGOR

Sole Agents for Bangor, Bar Harbor and Eastern Maine. Also, Agents for the Improved SPENCE HOT WATER HEATER. MWF



PORTABLE AND BRICK-SET
FOR COAL.
For Durability Economy of Fuel,
Ease of Management and Price
IT HAS NO EQUAL IN ANY MARKET.

This furnace has been in large numbers in use for years and the result of the most thorough tests, is proved to be the best and most economical heating furnace ever put upon the market. They are perfectly gas tight and safe, burning the smoke and gases and thus saving fuel. They can be set in new cellars and easily put in old brick work. Testimonials showing its great heating power sent on application.

Manufactured and for Sale by
WOOD, BISHOP & CO.,
BANGOR, ME.

C. D. GLYNN,
6 AND 8 STATE STREET.
SPECIAL NOTICE.
In order to put our immense stock of
ROOM PAPERS AND BORDERS,

We have decided to cut prices of these goods for ten days. This is a genuine cut in prices, as we carry a full line and Borders this season will be found to be the very latest patterns. The following list of prices will repay perusal:

Best gold at the season past at 8 and 10 cts per roll we cut to 6 and 8

White Blanks 5 cts, 8 and 10, and 12 1/2 now 6, 8 and 9 cents

Satin 5 cts, 7 1/2 cts, 10 cts, 12 1/2 cts, 15 cts and 25 cts per roll

Borders and Friezes from 1 cent to 10 cents per yard

Also Curtains and Curtain Cloth
At greatly reduced prices

Please bear in mind that the prices are for 10 days only and the time to buy is now.

C. D. GLYNN.
6 and 9 State Street.

sept 21 d&w10d

ROOM PAPER.
We have lately opened a fine line of
GILT PAPERS From 15 Cents Up.
We are offering the goods at Bottom Prices. Call and see. Also a large stock of
WINDOW SHADES.
Cornices, Curtains, $3.50 to $40.00. Window Shades on Spring Fixtures, with pull, from 30 cents to $6.00. Upholstering Goods, Plain, Brocades and Crushed Plushes, all prices. Largest Drapery Department in the city. Best makes in the market. New designs in Madras, Swiss and Nottingham Lace Curtains, Fringes, etc., all at the lowest prices.
WILLIAM O. WARREN'S,
27 MAIN STREET, BANGOR, MAINE

L. J. WHEELDEN COMPANY,
ARE NOW SELLING EVERYTHING IN THE
PIANO, ORGAN AND SEWING MACHINE LINE,
for Less Money and on Easier Terms than any Other House in the Business.

NO MATTER what style or make you want, if you wish to save money, drop in at STEINERT HALL before closing a trade with any other dealer, agent or peddler, and they will prove that they must pay you for your attention.

L. J. WHEELDEN COMPANY, M. C. MASON, Treasurer.

Wig and Courier.

Daily Established 1834—Weekly 1848

TERMS OF ADVERTISING:

For one square (one inch in space) one week ... $1
For one square, two insertions ... 2
For one square, three times in the week ... 3
For one square, one week ... 5
Each week's continuance ... 3
For half square, one time ... 1
For half square, one week ... 3
For half square, one month ... 10
Each week's continuance ... 5
For one square, by week, three times each week's continuance ... 15

SPECIAL NOTICES
40 to per square for first week—$1 10 per week for continuance.

DOUBLE COLUMN ADVERTISEMENTS inserted at the rate of "Special Notices."

Advertisements under the head of "Business Notices," 15 cents per line, each insertion, for solid matter, and 10 cents per line for leaded.

Advertisements, where the time of insertion is not specified, will be continued until otherwise ordered.

Advertisements continued, three times, a week at two thirds price, fourteen a week one half price, one time a week one third price.

THE BANGOR AND PISCATAQUIS.

Report of the Committee of the City Government on the Proposition for its Purchase.

The Committee Report Adversely to its Sale.

The Proposition of Hon. Frank Jones.

Following is the Report of the Committee of the City Government to whom was referred the matter of receiving propositions for the purchase of the Bangor and Piscataquis Railroad made to the City Government last evening as appears in the regular report in the Daily Whig of this morning. Upon reports we append the offer made by Frank H. Gregory, Esq., in behalf of Hon. Frank Jones. The offer of the Canadian and Bangor Railroad Co., referred to in the report has been previously published:

REPORT.

BANGOR, Sept. 29, 1888.

To the City Council:

Your committee appointed for the purpose of ascertaining if any responsible parties would purchase the Bangor & Piscataquis Railroad, beg leave to report:

We have received propositions from the Bangor & Canada Railroad Company, and Hon. Frank Jones.

We have held several meetings at the request of the representatives of each of the parties named, dealing with each proposition separately, and have given every possible opportunity for a free discussion of their merits, and have allowed each party to make amendments after such discussion.

The amended propositions accompany this report.

In a proposition for the purchase of the road, the principal points to be considered are security, protection to our business interests and price.

Both parties agree to assume the bonded indebtedness of the road and contracts binding upon it.

Mr. Jones offers no security or forfeiture for the payment of the bonded indebtedness guaranteed by the city, except the amount paid for the coupons and stock, and the right to take possession of the property in case of his failure to carry out the contract. He meanwhile being entitled to any profits that may be made, which he may, at his option, decide to deposit other securities for the purpose of obtaining absolute control of the road and its properties.

While we consider his personal financial ability sufficient security for the greater part of a transaction of this magnitude, covering a period of years,

the only security offered by the Bangor & Canada Railroad Company for an absolute delivery of all properties, is the right to run trains over a line, to be built, from Bangor to Old Town, and which, together with terminals, is to be owned by them.

This, in our judgment, is not sufficient security.

To protect the business interests of the city, both parties agree to make Bangor a "billing point."

While this point should be carefully guarded in any contract for the sale of the road, it is not, as generally supposed, a valuable consideration from a purchaser for our connection with the Canadian Pacific Railroad naturally gives us this advantage, and our only care should be to see that we are not prevented from enjoying its benefits. Negotiations are now being carried on by the officers of the road which it is confidently stated, will result in making Bangor a "billing point" as early as May, with rates of freight from the west equal to Boston and Portland.

Mr. Jones offers to pay $100,000—for the city's interest in the stock of the road ($300,000) and the defaulted coupons ($361,000) which have been paid by the city, and which are now held as a preferred claim against the road, upon which the mortgage may be foreclosed at any time before they are paid. He also agrees to pay five per cent on the stock held outside of the city.

The Bangor & Lasume Railroad Company offer a $300,000 thirty-year five per cent bond, non accumulative until 1893 and accumulative thereafter, or in other words, they agree that the operating expenses of the road shall not exceed seventy per cent of the gross earnings, and if there is a sufficient amount left of the other thirty per cent, after paying all other interest, they will pay the interest on the bond "provided no unforeseen circumstances prevent"(?) If there is not enough left to any year to pay this interest, it is cancelled for that year. After 1890, when an amount saving of interest of over $20,000 may reasonably be expected, they will assume full interest amounting to $10,000 per year.

We fail to see how the city is to be benefited by accepting such a bond.

The earnings of the road has been gradually increasing for several years past, as will be seen by the following table:

GROSS EARNINGS

1884	1885	1886	1887	1888 Estimated.
$136,691	$139 973	$147,400	$197,144	$200,000

Last year the net earnings were over $20,000, after paying full interest, and this year we are assured the net will be at least $40,000. If thought to be good policy, this could pay four per cent. on the defaulted coupons held by the city and still leave a surplus of nearly $20,000 to apply to improvements.

It has been the policy of the directors up to this time to expend the entire net earnings of the road in such a manner as to result in the condition has been vastly improved during the past few years, making it more valuable and better able to care for the large business anticipated in the future. During the past two years about fifteen miles of steel rails have been laid, a new engine and several new cars bought, and several bridges rebuilt and repaired, besides making other extensive improvements. The very moderate outlay will now put the road between Oldtown and the connection with the Canadian Pacific at Brownville Junction in good condition for handling any business that may come to it by reason of that connection.

It is but fair to admit that a considerable proportion of the increase in earnings in the past few years is due to the fact that the business of the country has been steadily increasing, and that the road has been completed, but as an offset to this, the through freight and passenger business must be considerable when that line is opened and rates are established, and the location of their principal coaling and repair station in this State at Brownville Junction, arrangements for which, it is stated, are about completed, must contribute something to the business of our road. In addition to this, large lumber operations in the districts opened up by the Canadian Pacific Railroad are now negotiating for rates on supplies which have previously been bought elsewhere, and carried over other routes, and the local business is steadily increasing by the establishment of new industries along the line of the road.

There would seem to be good reasons for believing that the earnings of the road will be maintained if not increased in the near future.

In 1890 the bonds issued by the city become due. We think no one will deny that the city could now and undoubtedly can then refund those bonds at four per cent. They bear interest now at follows:

$300,000 at 7 per cent. interest	$21,000
$300,000 at 5 per cent. interest	15,000
Annual interest	$36,000
40 per cent on interest	27 00
Annual saving of interest after 1890	$9,000

This saving of interest alone will pay four per cent on the defaulted coupons held by the city ($361,000), and about three per cent on the whole stock ($300,000).

Various reasons are urged by some of our citizens for selling the road:

First, That it is not within the province of a city to run a railroad.

While this might be so if it were a question of buying a road, we hardly think it can be looked upon as a valid reason for selling one for less than its value which the city has no right to become possessed of and which has a reasonable prospect of ultimately meeting all of its obligations.

Second, That in operating the road the city assumes a great direct liability in case of accident.

We are informed by eminent legal authority that the city has no direct liability in the case. The stockholders are operating the road, and the city is only exercising its right as a stockholder in voting for its officers and has no more liability than any other stockholder.

In case of an accident our representation could be taxed to pay any damages. Under the present careful management the risk assumed is the same as taken by parties engaged in operating railroads, and is surely no greater than must be assumed by any purchaser of the road. If the prospect of profit is sufficient to warrant their assuming that risk why should it be too much for the present stockholders?

Third, The dangers of a competing line from Dexter to Dover thereby reducing the earnings of the Bangor and Piscataquis.

Including both passenger and freight business the gross earnings of the road last year from the towns of Dover and Foxcroft were only $10,101 15, and from Guilford and Sangerville $6 785 00, making a total business from the four towns of $16 886 40, or about as much as the net earnings of last year and fifteen over one half the cost of the year. We think it fair to assume that a large proportion of this business would be retained if the new line should be built, and the danger from this source under any circumstances can not be as great as many have supposed. $67 000 par value of the stock of the Bangor and Piscataquis road is held by the towns of Dower and Foxcroft and citizens of those towns. Whatever anyone else may wish to do it would not seem to be good business policy on the part of said towns to expend money in any enterprise intended to decrease the value of a property in which they are so largely interested.

Having carefully considered the propositions submitted, as well as all matters relating to the condition of the road and its prospects, we are led to conclude that it would not be for the interest of the city to accept either of them, for in our judgment the road will never be worth less than it is to-day, and the offers are insufficient, both in regard to security and price. We would therefore recommend that the City Council respectfully decline them.

C. P. BRAGG,
I. W. BUTTERS,
ROBERT HICKSON,
W. J. BRANN,
JOSIAH W. LAMB,
A. K. P. TRAFTON,
D. F. KANE,
S. N. DEAN.

PROPOSITION OF FRANK JONES.

To Hon. C. P. Bragg, Mayor of Bangor and Chairman of Committee:

The City Council having appointed a Committee with authority to ascertain if there be any persons or corporations desirous of purchasing the interests of the City of Bangor, in the Bangor & Piscataquis Railroad, the undersigned respectfully present the following

PROPOSITION

The undersigned offers to purchase all the talk and interest in and to the stock and bonds of the Bangor & Piscataquis Railroad, now owned or held by the City of Bangor, at the price of Ten Hundred and Twenty five Thousand Dollars, on the terms and conditions following, and to assume and to relieve said city from, all responsibility and liability for the maintenance and operation of said road, undertaking further to adopt a scale of rates on through freight passing over said railroad from the Western States to the City of Bangor, as pro rata proportion with all connecting lines, reserving however, the right to charge such charges or conditions mileage which it is the usage of railroads engaged on joint through traffic to allow the terminal road at those places on such lines designated as billing points.

An agreement shall be executed between the purchaser, the City of Bangor, and such person or corporation as may be mutually agreed upon to act in the capacity of trustee, to the following effect:

PARTICULARS

The City of Bangor shall assign and deliver in trust, to the designated trustee, all the four thousand shares of stock in the Bangor and Piscataquis Railroad, now owned by said City, and shall also deliver in trust to said Trustee, all the bonds of said Railroad Company, with all coupons thereof now passed, owned or held as security by said City, and shall further assign to said trustee the mortgage given by said Railroad Company to said City to secure the payment of said bonds.

Said trustee shall accept such conveyance in trust for the following purposes:

First. To safely keep such bonds and stock as trustee, until the trust shall have terminated in one of the ways provided herein.

Second. Until the trust shall have terminated, to cast a vote at all stockholders' meetings of the Bangor and Piscataquis Railroad, on the stock so held in trust, in such manner as may be in writing directed by the undersigned or his assigns (it being expressly understood and agreed that until default by the purchaser of some condition herein specified to be performed by him, the said purchaser or his assigns shall be at all times and for all purposes the owner of said stock, and may vote as proxy for said trustee at all meetings of the stockholders, so long as said stock be held by said trustee, and at such stockholder's meetings may vote to do all acts and things which it is permitted by law to be done by the stockholders of any railroad corporation. And it is hereby declared that the only purpose of the transfer of said stock to said trustee is to secure the delivery of the same to said City of Bangor in the event of default by the purchaser of any of the conveyances in this agreement.

Third. To deliver the said stock and bonds over to the persons legally entitled to the same whenever the trust shall terminate.

Fourth. To take such proceedings as may be required by the purchaser in case of default in any of the conditions of the mortgage, or shall be conditioned in said mortgage.

1. That the purchaser shall cause the said Railroad and its rolling stock and equipment to be maintained and operated in every respect as well as the same now is.

2. That there shall be no advance in freight rates to or from Bangor over the present tariff.

3. That a scale of rates on through freight, passing over said Railroad from the Western States to the City of Bangor, shall be adopted in pro rata proportion with all connecting lines so far as practicable and subject to any legislative enactments affecting the premises, it is agreed, however, the right to form such legislative or contractive mileage which it is the usage of railroads engaged in through traffic to allow the terminal road at those points on such lines designated as billing points.

4. That the purchaser shall pay sales and discharge all assessments for taxes, charges, transfers, duties and impositions which have been levied or may hereafter be levied upon or against the Bangor and Piscataquis Railroad Company by any power or authority whatsoever, or on the franchises, earnings, traffic and business of said road or in any way arising therefrom or to which the said Bangor and Piscataquis Railroad Company would have been subject if this agreement had not been made, and the said property had remained in possession of said City, and shall defend all actions of every kind that may hereafter arise, and pay all amounts and costs of judgments that may be recovered against or growing out of such actions, and shall indemnify and save harmless said Bangor and Piscataquis Railroad Company of and from all causes of action, legal and equitable and claims and demands that may arise against it by virtue of all contracts or liabilities of said purchaser or his assigns or said trustee attaching thereto in the exercise of their powers under this agreement and during the continuance of their possession of said railroad, and said purchaser shall assume all contracts now lawfully binding upon said Bangor & Piscataquis Railroad Company.

5. The said purchaser or his assigns shall pay to the City Treasurer of said City of Bangor, semi-annually before the tenth days of March and September in every year, and until the bonds mentioned below mature, the interest from and after the date of the agreement of conveyance on Six Hundred Thousand Dollars of the six per cent bonds of said city, and on Three Hundred and Twenty five Thousand Dollars of the seven per cent bonds of said city and on Three Hundred and Twenty five Thousand Dollars of the six per cent bonds of said city, and on Three Hundred and Twenty five Thousand Dollars of the seven per cent bonds of said city heretofore issued in aid of said Bangor & Piscataquis Railroad, and shall fully pay take up and return to the City Treasurer of said City to be by him cancelled, or deposit with him a sufficient amount of lawful money for that purpose all said bonds, it or before the maturity thereof, to wit: April 1st, 1889.

6. A careful examination of the present condition of said Bangor & Piscataquis Railroad and the property belonging thereto, herein before enumerated shall be made by two competent men, one of whom shall be appointed by the Mayor and Aldermen of said City of Bangor and one by said purchaser, who together shall make an inventory and report thereof in one copy of which shall be appended to and made a part of this agreement.

7. Whenever required by the Mayor and Aldermen of said City of Bangor but not oftener than once in six months a like examination inventory and report shall be made by two competent, disinterested men, appointed as in the first instance by said City of Bangor who inventory and report shall be open at all times to said purchaser for inspection or for copy.

8. If said purchaser after ten days notice as aforesaid neglects or refuses to appoint such men to make such examination, to inventory and report then the men appointed by said Mayor and Aldermen shall make such examination alone, and the fees and expenses of such men, from time to time, shall be paid, one-half by each of the parties hereinbefore mentioned.

Whenever the Mayor and Aldermen of said City, by specific allegations of default in writing, shall notify and request the said Railroad and the property thereto belonging herein before enumerated, is not kept up and in as good condition as the same was at the date of this indenture, and if there are shall exist therein, the Railroad Commissioners of Maine, upon application in writing of either party, shall, after due notice to all parties hereto, make an examination, and, if same contravenes plain on the line of said Railroad grant then a hearing thereon and shall determine if said purchaser be in default in whole or in part as alleged, and they shall in their report specify particularly the nature of such default and therein fix a reasonable time within which said purchaser shall make and complete such works and repairs.

And said purchaser shall within said time, faithfully perform such award.

The fees and expenses of said Railroad Commissioners shall be paid by the City of Bangor unless said purchaser be by said Railroad Commissioners adjudged to be in default, in which case they shall be paid by said purchaser.

In case said purchaser shall at any time, omit to pay the semi-annual interest on said bonds at the time herein before agreed, or shall fail to perform any award of the Railroad Commissioners of Maine, as aforesaid, or shall fail to take up and return to the City Treasurer of the City of Bangor, bonds to the amount aforesaid, or to deposit a sufficient sum of money to take up said bonds at maturity as aforesaid, it shall be lawful for the said City of Bangor, to enter into possession of said Bangor and Piscataquis Railroad as then existing, and all property hereinbefore enumerated with all additions, alterations and improvements, as shall have been made thereto, and remove all persons therefrom, and from thenceforth to have hold, possess and enjoy the same as though this agreement had never been made, and to that end the trustee shall assign transfer and deliver to said City all said stock, bonds and mortgages and surrender possession of all the property of said Railroad that may in any way be within the control of said trustee.

9. The said trustee may take proceedings for the foreclosure of said mortgages upon said Bangor and Piscataquis Railroad whenever so requested by the purchaser.

10. Before any absolute forfeiture shall be regarded as effected, it is to be by reason of non payment of interest or taking up of said bonds, at the time appointed, a sufficient sum therefor, as aforesaid, to take up said bonds, such default shall continue to exist three months, then shall be no other extension or redemption after.

11. Upon performance by said purchaser, of all and singular, the conditions, covenants and agreements hereinbefore set out, said trustee shall convey to said purchaser or his assigns, all and singular, the rights, title and interest which it now has or may have then, to and to said Bangor and Piscataquis Railroad and the property hereinbefore enumerated, belonging thereto, together with all additions, alterations and improvements which shall in the meantime be made thereto and thereon, including its rights, title and interest in and to the franchises thereof, and all rights of action thereon, and including all bonds, coupons and shares of stock in said Railroad that have come into the possession of said Trustee.

12. Upon the execution of the agreement above set forth the City of Bangor and its agents shall deliver to said trustee, as well as the bonds, stock and mortgages above referred to, the possession and control of the Bangor and Piscataquis Railroad, together with its rights of way and all side tracks, station grounds, depots, stations, engine houses, turntables, machine shops, machinery, engines, passenger, freight, baggage and hand-cars, and all other rolling stock and equipment, and tools now used on said Railroad, together with all other property used in operating and doing business upon and over said Railroad, together with all the rights the said Company have, or may hereafter acquire, to construct and maintain other and additional lines of Railroad, including all its other property of every kind and description pertaining thereto, provided, that it is hereby expressly understood and agreed that such of the property of said Railroad as may be necessary to be used in any manner, to effect the right of corporate existence of the said Bangor and Piscataquis Railroad Company or such powers and franchises of which the existence may from time to time be necessary to protect the interest of the Stockholders thereof. And the President and those directors of said Railroad company may at any meeting of the Board of Directors duly held, representing the City of Bangor shall forthwith proceed to call and hold a meeting of the stockholders of said Railroad Company, for the purpose of choosing directors and officers for the ensuing year.

13. Upon the execution of the agreement above set forth the said Trustee shall pay over to the City Treasurer of said City of Bangor, the sum of Four Hundred Thousand Dollars in cash and shall deliver to said City Treasurer, Four Hundred Thousand Dollars of the bonds of said Railroad, secured by said mortgage, which together shall make an inventory and report thereof in one copy of which shall be appended to and made a part of this agreement.

14. Whenever required by the Mayor and Aldermen of said City of Bangor but not oftener than once in six months a like examination inventory and report shall be made by two competent, disinterested men, appointed as in the first instance by said City of Bangor who inventory and report shall be open at all times to said purchaser for inspection or for copy.

15. If said purchaser after ten days notice as aforesaid neglects or refuses to appoint such men to make such examination, to inventory and report then the men appointed by said Mayor and Aldermen shall make such examination alone, and the fees and expenses of such men, from time to time, shall be paid, one-half by each of the parties hereinbefore mentioned.

Whenever the Mayor and Aldermen of said City, by specific allegations of default in writing, shall notify and request the said Railroad and the property thereto belonging herein before enumerated, is not kept up and in as good condition as the same was at the date of this indenture, and if there are shall exist therein, the Railroad Commissioners of Maine, upon application in writing of either party, shall, after due notice to all parties hereto, make an examination, and, if same contravenes plain on the line of said Railroad grant then a hearing thereon and shall determine if said purchaser be in default in whole or in part as alleged, and they shall in their report specify particularly the nature of such default and therein fix a reasonable time within which said purchaser shall make and complete such works and repairs.

And said purchaser shall within said time, faithfully perform such award.

The fees and expenses of said Railroad Commissioners shall be paid by the City of Bangor unless said purchaser be by said Railroad Commissioners adjudged to be in default, in which case they shall be paid by said purchaser.

In case said purchaser shall at any time, omit to pay the semi-annual interest on said bonds at the time herein before agreed, or shall fail to perform any award of the Railroad Commissioners of Maine, as aforesaid, or shall fail to take up and return to the City Treasurer of the City of Bangor, bonds to the amount aforesaid, or to deposit a sufficient sum of money to take up said bonds at maturity as aforesaid, it shall be lawful for the said City of Bangor, to enter into possession of said Bangor and Piscataquis Railroad as then existing, and all property hereinbefore enumerated with all additions, alterations and improvements, as shall have been made thereto, and remove all persons therefrom, and from thenceforth to have hold, possess and enjoy the same as though this agreement had never been made, and to that end the trustee shall assign transfer and deliver to said City all said stock, bonds and mortgages and surrender possession of all the property of said Railroad that may in any way be within the control of said trustee.

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10. Before any absolute forfeiture shall be regarded as effected, it is to be by reason of non payment of interest or taking up of said bonds, at the time appointed, a sufficient sum therefor, as aforesaid, to take up said bonds, such default shall continue to exist three months, then shall be no other extension or redemption after.

11. Upon performance by said purchaser, of all and singular, the conditions, covenants and agreements hereinbefore set out, said trustee shall convey to said purchaser or his assigns, all and singular, the rights, title and interest which it now has or may have then, to and to said Bangor and Piscataquis Railroad and the property hereinbefore enumerated, belonging thereto, together with all additions, alterations and improvements which shall in the meantime be made thereto and thereon, including its rights, title and interest in and to the franchises thereof, and all rights of action thereon, and including all bonds, coupons and shares of stock in said Railroad that have come into the possession of said Trustee.

12. Upon the execution of the agreement above set forth the City of Bangor and its agents shall deliver to said trustee, as well as the bonds, stock and mortgages above referred to, the possession and control of the Bangor and Piscataquis Railroad, together with its rights of way and all side tracks, station grounds, depots, stations, engine houses, turntables, machine shops, machinery, engines, passenger, freight, baggage and hand-cars, and all other rolling stock and equipment, and tools now used on said Railroad, together with all other property used in operating and doing business upon and over said Railroad, together with all the rights the said Company have, or may hereafter acquire, to construct and maintain other and additional lines of Railroad, including all its other property

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MARVELOUS IN ITS EFFECTS
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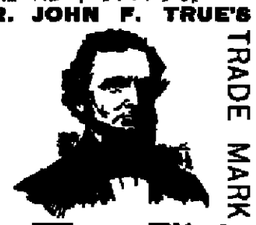

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WEDNESDAY, OCTOBER 3, 1888.

REPUBLICAN NOMINATIONS.

For President:

BENJAMIN HARRISON,

OF INDIANA.

For Vice-President:

LEVI P. MORTON,

OF NEW YORK.

[illegible]

If Democrats in Congress are still [illegible] the force of Mr. Blaine's New Ipswich speech. There is in his best [illegible] keep the [illegible]

[illegible] says Ohio will give [illegible] the [illegible] majority since the war. He ignores the [illegible] it impossible to [illegible] New York will give [illegible]

[illegible] which Mr. Blaine will [illegible] and November will [illegible] the most [illegible] and Mr. [illegible] of Cleveland and [illegible]

[illegible] Democrats [illegible] Mr. Blaine [illegible] in the North the [illegible] campaign the [illegible] speeches are to [illegible] against [illegible]

[illegible] Democrats [illegible] But they [illegible] [illegible] Democrats [illegible] [illegible] Democrats [illegible] [illegible] Democrats

...tic and Courier.

WEDNESDAY, OCTOBER 3, 1888.

BY TELEGRAPH.

MAINE NEWS.

THE DOVER EXTENSION

...ver and Newport Railroad Co Vote to Aid the Enterprise.

...Whig and Courier

...ct 2 The Dexter and ... Railroad Co stockholders' meet... held yesterday voted almost unanimously to give five thousand dollars ... aid in the extension to Dover This ... thing of the road is in ... ...ress and work will be commenced at once All ... ...ge with Col Yeaks of the ... ...ad Co are referred

SNOW ISLAND

...ting Wednesday Saturday

...Oct 2 The knuckling boys ... and damp day for their ... ...ll did but they were ... ...herman down early this ... ...ed but the published ... ...returned home this af...

BY THE BAPTISTS

...ing of Missionary Convention

... The Maine Baptist ... ...ntion met in the Bitter ... ...h this morning An ... ...was made by Rev Mr ... ...f the church Several ... ...report The Foskins ... ...s of the membership ... ...ssion Rev Mr ... ...ghby report on the state ... ...ries The total ... ...has been the year with ... ...the annual convention ...

... The Maine Baptist ... ...ng returns as follows ... ...Oct 30 311 02 ... ...ing about 800 ... ...fund were $41 ... ...ines $11 428 86 [perma... ...Sept 1 Post

... ...y Post B Ithus ... ...ing officers ... ...President Moses ... ...Vice President, G B ... ...Secretary corresponding ... ...Baker Augusta, Re... ...H W Burrage ... ...ertain P T B Foster ... ...Editor I W Philbrick ... ...were selected

COUNTY FAIRS

... Fair Postponed

... 2 The show and ... ...unty Agricultural ... ...to have opened here ... ...poned on account ... ...for the day

A Good Day Yesterday

... ...ly Post

... ...ost successful ... ...ing days ... ...was over one ... ...which but little of ... ...Bradley brought ... ...Alfred and Limerick ... ...better days for ... ...amount was 4,000 ... ...Biddeford Journal ... ...Democratic Convention

... ...Oct 2 The Androscoggin ... ...and damp day for their ... ...all did but they were ... ...herman down early this ... ...ed but the published ... ...returned home this af...

BY THE BAPTISTS

... ...

Ayer's Sarsaparilla,

Real Estate.

House for Rent.

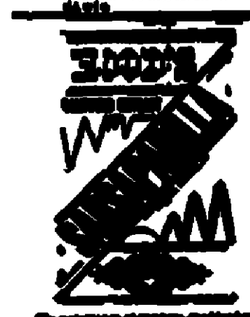
House for Sale.

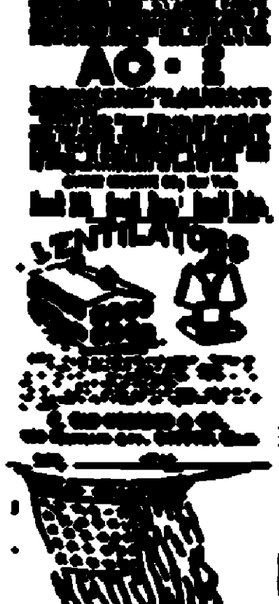
Farm and Timberland for Sale.

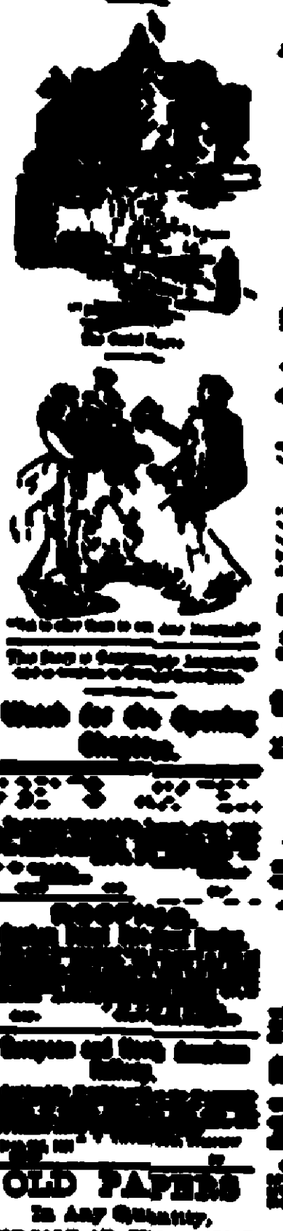
Hotel Property for Sale.

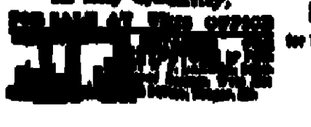
Wanted, Lost, Found, For Sale, Etc

By H. RIDER HAGGARD.









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